

Today's Advertisements.

THE FUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899, it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the *Hongkong Daily Press* of the 17th day of August, 1899.

NUMBERS OF FORFEITED SHARES.

57477/57501	55801/55949
10961/11085	13369/13391
5066/5090	3213/3224
16245/16269	12141/12165
28562/28573	15011/15035
59466/59515	47301/47310

W. H. GASKELL,
Acting Secretary.
Hongkong, 5th October, 1899. [12734]

WANTED.

A 5 or 6 ROOMED HOUSE, furnished or unfurnished, at Kowloon or Victoria. The former preferred.

Apply to—
SECRETARY.
THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.
Hongkong, 5th October, 1899. [12734]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain Taylor, will be despatched to the above port, on MONDAY, the 6th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to—
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 5th October, 1899. [12734]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship

"PING SUY."

Captain C. de la Perelle, will be despatched for the above port, on MONDAY, the 6th instant.

For Freight, apply to—
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 5th October, 1899. [12734]

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARI,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th October, 1899. [12734]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL."

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 15th instant, will be subject to rent.

No Fire Insurance has been effected.

All broken, chafed, and damaged Goods are to be left in the Godowns, and a certificate of the damage caused from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & CO.,
Agents.
Hongkong, 5th October, 1899. [12734]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW.

THE Company's Steamship

"KAISOW."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by—
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 5th October, 1899. [12722]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1811.

IMPORTERS OF HIGH-CLASS BRANDIES.

- A. Honnessy's Old Pale, Red Capsule - - - - - \$18**
- B. Superior Very Old Cognac Red-Capsule - - - - - \$21**
- C. Very Old Liqueur Cognac - - - - - \$24**
- V.O.-D.-Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36**
- V.V.O.-E.-Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$46**

All our Brandy is guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 5, 1899.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

THE "ABERGELDIE" OVERDUE.

SHANGHAI, October 5th.

The steamship *Abergeldie* has not arrived here and grave fears are entertained as to her safety.

[The *Abergeldie* arrived at Hongkong from New York on 25th September with a cargo of kerosene, consigned to Messrs. Arnhold Karberg & Co., and sailed for Shanghai on the 26th ultimo. *Ed., Hongkong Telegraph*]

REUTER'S TELEGRAMS.

THE VENEZUELA ARBITRATION.

LONDON, October 3rd.

The decision of the Venezuela Arbitration tribunal amounts to a compromise rather in favour of Venezuela.

THE TRANSVAAL CRISIS.

The Orange Free State Artillery is moving towards Kimberley and the Free-States have also occupied Buthas pass near New Castle.

A Boer force of 5,000, with 23 guns holds Lauderburg and a force of 4,000 holds Muller's Farm.

THE "AMERICA" CAP.

The *Columbia* allows the *Shamrock* 320 fms.

[3 miles 10 fms. - *Ed., H.K.T.*]

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:-

On the 5th at 11.45 a.m. the barometer has fallen moderately in Japan and slightly on the China coast. The depression is moving Northwards near the Loochoo Islands, and will probably recur over Japan. Gradients moderate in the South, rather steep in the North with fresh to strong monsoon on the coast and in the N. part of the China Sea. FORECAST:- Moderate N. winds; fine.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul-General R. Wildman:-

MANILA OBSERVATORY, October 5th, 10 a.m.

The typhoon in Pacific is now East of North Luzon or Balingting Channel, moving probably Northwards.

LOCAL AND GENERAL.

WE publish in this issue the full address of the King of Siam to the nobles who assembled to offer their congratulations on the occasion of His Majesty's birthday, September 21st. The address contains some interesting reading.

THE Negri Sembilan government have decided to receive no more applications for mining land except for hydraulic mining or for permission to mine agricultural lands this year, nor will any more individual mining licenses be issued until the 1st of January, 1900. The reasons for this are that the applications for mining land in the states are very numerous and the surveyors are unable to cope with the work.

THE Royal Welch Fusiliers' Institute has set a capital example by refusing to take Chinese coins from the first of this month. The men are paid in British coin, so they have no cause for complaint and, in fact, appreciate the new rule as it tends to protect them against the large amount of spurious Chinese subsidiary coinage in circulation. If only the Hongkong firms would take similar steps then there might be some hope of a stop being put to the nuisance.

PARTICULARS of the sensational Bangkok poisoning case will be found in another column.

ABOUT two hundred Cantonese shoemakers have struck work in Penang. They demand an increase to their present wages at the rate of \$3 each man. The headmen are consulting together and will probably give their reply as to whether they will give the increase or not.

ON the 4th instant, at Teluk Anson, in Penang, a man named Madisha secured a reward of \$10 for producing 197 crocodiles' eggs. On the 16th instant, Abdul Rahman, a Malay from Tanjong Kulu, was fortunate enough to come across a crocodile measuring 6 feet, and 30 little ones. Abdul Rahman secured a reward of \$12 for depositing this whole family of crocodiles in front of the local police station.

THE newly-appointed head of a public department in Natal recently went on leave for a week, and during his absence it was naturally supposed that his chief clerk would take command. Judge of the surprise of the officials concerned, when on the day following their chief's departure his bell rang for half a dozen of them. Their surprise was accentuated on finding the chief's wife ensconced in his chair. She received them in the blandest of official manners, and proceeded to issue instructions as to their daily routine.

TO-DAY is the anniversary of the big typhoon of 1894, in which eleven lives were lost in Hongkong, \$300,000 worth of damage done to buildings, over a hundred native craft wrecked, several ships badly damaged and many of the Hongkong launches torn from their moorings and wrecked. Since then we have only had the typhoon of 29th July, 1896, visit the Colony and it appears as though we were to escape again this year, unless indeed the depression notified yesterday by the Observatory as being in the neighbourhood of Northern Luzon should drop along and shake us up a bit.

THE Netherlands-India budget for next year provides for a deficit of over three millions of guilders, due mainly to heavy outlay on railways. It is intended to extend the tramways in Achuen, and to lay out waterworks at Surabaya. To meet the deficit, ten per cent export duty will be levied on jungle produce. All free ports in Netherlands-India will be abolished. This means that import and export duties will soon be levied at Macassar and Rhio, both of which had for over seventy years been free ports in the hope of rivaling Singapore. It is also proposed to increase the revenue by raising the impost on salt.

AT THE MAGISTRACY.

Before Mr. Gompertz this morning the Robinson wife-beating case again came up for hearing. Complainant said she had no more witnesses to call, in fact, she wished to withdraw the charge against her husband. Mr. Robinson was bound over personally in \$200 to keep the peace for three months.

Several Chinese were fined \$3 each for mooring their boats within 100 yards of the Praya within the limited hours.

For breaking rules in the fish market with respect to fixing stalls and depositing crates several Chinamen were fined.

Other crimes tried were for street-crying being in unlawful possession of goods, gambling in the street, stealing, and unlawful hawking.

It was recently reported that Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, has been elected a Fellow of the Royal Colonial Institute, and now a home paper announces that another well-known China hand, Mr. Alister Duncan, F. S. A. Scot, of the Imperial Maritime Customs, has been elected a Fellow of this Institute. Mr. Alister Duncan, who was nominated for the Customs by General "Chinese" Gordon, is a brother of Mr. Chesney Duncan, author of "Corea and the Powers" a brochure which created something of a sensation in 1889, when it was issued from the *Shanghai Mercury* press. Messrs. Chesney and Alister Duncan are nephews of famous military officers. Their uncle, the late General Sir George Chesney, K.C.B., M.P., was the author of "Indian Policy" and "The Battle of Dorking," which created a memorable sensation shortly after the Franco-Prussian war. He was a Crimean and Indian Mutiny veteran, and for years held office as Military Secretary in the Government of India during the viceroyalty of Lord Dufferin. Another uncle, Colonel Charles Cornwallis Chesney, was at one time A. D. C. to the Duke of Cambridge, lecturer on military tactics of Sandhurst, and is well-known as the author of "Waterloo Lectures" and a standard work of military biographies, in which the genius of "Chinese" Gordon was proved and attracted much attention for the chapter on Gordon's campaign against the Taiping rebels was largely compiled from the private diary of the "Martyr of Khartoum." The grand-uncle of these two old China hands, Colonel Francis Rawdon Chesney, whose widow occupies a suite of apartments graciously allotted to her by the Queen in Hampton Court Palace, was Commander-in-Chief of the Euphrates Valley Expedition, undertaken by request of King William, having for its object the opening up of an overland route to India, and it is related that he carried the first mails overland on his own camel from the Persian Gulf to the Mediterranean. This enterprise attracted universal attention at the time, and at the ceremony of formally declaring the Suez Canal open de Lesseps referred in eulogistic terms to the intrepid pioneer whom he dubbed "the father of the Suez Canal," little dreaming at the time that ultimately the British would some day make a deal in the shares of that Canal which would cause a sensation and souse *gamm la belle Paris*. Mr. Chesney Duncan is, we understand, engaged on a series of political essays dealing with Far Eastern affairs in general, and it is probable the work will be published next spring. In view of his long residence and numerous journeys in the gorgeous East, his careful study of the political situation and commercial developments, obstacles to trade and opportunities for advancing commercial interests there is reason to expect that Mr. Duncan's essays will be both interesting and instructive.

HONGKONG LEGISLATIVE COUNCIL.

At yesterday's meeting after His Excellency the Governor had put the report of the Finance Committee before the Council.

The Hon. T. H. Whitehead said:—I rise to move that the Report No. 4 be referred back to the Finance Committee for amendment and in order that the members may have the opportunity of discussing the printed statement which should have been before the Committee at last meeting and before the vote of \$70,000 was passed. At the last meeting of Council the Hon. The Colonial Treasurer in reply to my query as to why no Finance minute had been submitted to the Council in connection with the expenditure of "Beaconsfield" said "I do not know." At the last meeting of the Finance Committee it was discovered that the expenditure of \$20,000 in question was included under the head of "Miscellaneous Services (other)." In fact it appeared to have been smuggled in and it was not until questions were asked that we found out that the expenditure on account of "Beaconsfield" was included under the heading of "Miscellaneous Services" in Finance minute No. 7. The said minute was laid on the Council table on 21st July last by the hon. the Colonial Secretary and the hon. member was present when the Colonial Treasurer replied to my query asking for information. I think it was the duty of the Colonial Secretary to have informed the Treasurer and the Council that the expenditure in question was included under the head of "Miscellaneous Services" instead of keeping the information concealed. At the meeting of the Finance Committee the hon. member the owner of "Beaconsfield" was allowed to vote for the expenditure of public money on repairs to his own property. I would ask Your Excellency to instruct the Colonial Secretary, the Chairman of the Finance Committee, to direct the hon. member the owner of "Beaconsfield" to refrain from voting on this question in which he is directly and pecuniarily interested. Sneaking in the House of Commons on the like question on the 7th July last Mr. Chamberlain, the Secretary of State for the Colonies, said:-

"I observe from the newspapers to-day that I am stated to be one of the largest shareholders of the Royal Niger Company, and one or more of these newspapers states that I am thus in the position of vendor and vendee."

I desire to state exactly what my position in the matter is. When the National African Company, which was the parent of the Royal Niger Company, was formed 12 years ago I applied for shares, and a certain allotment was made to me. As it was less than the application made, I subsequently increased my holding to 1,500 shares. There seems to be a misapprehension as to the value of this investment, because there are two classes of shares in the Company—one of £10, fully paid up, and the other £2 only paid up. My allotment was the £2 shares, and my total investment was of the smaller amount—£3,000. I may say in passing that it would be difficult for any hon. member of this House to invest in anything which might not at some time or other be the subject of discussion in this House. But when the question of the possible revocation of the charter came before the Government I took the opportunity of informing the Prime Minister and my colleagues of the fact that I had some interest in the Company; and I begged, therefore, to be excused from offering any opinion on the transaction, and from taking any part whatever in any negotiations which might subsequently take place. Accordingly these negotiations have been entirely in the hands of my right hon. friend the Chancellor of the Exchequer, and I did not know of the result until the matter was substantially settled. *The Times*, 7th July, 1899.

I observe, Sir, from the printed statement of the expenditure, estimated and actual, for the nine months of this year in connection with the New Territory, will amount to the grand total of \$346,629.17 and I think the Unofficial Members are entitled to a little more time to carefully consider and study the matter. At the last meeting of Council the Hon. the Colonial Treasurer informed the members that the expenditure in connection with "Beaconsfield" was paid by and under the authority of Your Excellency on 3rd May last. I think, Sir, that to pay away public money on 3rd May last and four months later to ask the Council to sanction the said expenditure after the money has gone beyond their control is an irregular proceeding. I believe it is contrary to Colonial regulations. At all events it is a proceeding against which I desire to record my formal protest. I refer to "Beaconsfield" expenditure of \$20,000. In 1891 Sir William De Vos, who was then Governor followed a like course in paying away public funds without the sanction of the Council first obtained, and three of the Unofficial Members forwarded a written protest against same to the Secretary of State. Lord Knutsford in a Despatch addressed to the Officer administering the Government said:-

Downing Street, 4th August, 1891.

"Sir, I have the honour to acknowledge the receipt of your Despatch No. 166 of 28th May last, forwarding a protest from three of the Unofficial Members of the Council against the payment of the lapses portion of the Military Contribution for 1890, before it had been revoked by the Council."

I regret that the Council was not informed, when asked to re-vote the money, that it had been already paid in anticipation of the re-vote, which should have been taken first.

I have the honour to be, Sir,

Your most obedient humble servant,

(Signed) KNUTSFORD.

His Excellency the Officer Administering the Government, Hongkong.

His Excellency the Governor (after a pause)

Does any honourable gentleman second it?

Does it is seconded or not I should be very sorry indeed if the honourable gentleman did not receive some explanation, which I think is due on the question of this item, for I take it that the item which the honourable gentleman is alluding to is the item in connection with "Beaconsfield." I saw in the public press after the last finance meeting what had taken place and I think it well that the Council should know exactly what took place. A very short time after I arrived in the colony I received a letter from Mr. Bellios asking me to re-open the question of "Beaconsfield." I looked over the papers and I found that it had been decided before I came here by my predecessor, and consequently I answered that I declined to re-open the question. That was in December. In the early part of January it was brought to my notice, and in fact it was recommended by the Acting Attorney-General that this case should be compromised. At that time the position was peculiar. The position at that moment was that a case had been taken against Mr. Bellios by a contractor named Ah Hok, who claimed from him certain moneys due for an expenditure on "Beaconsfield" which he declared by his pleadings had been undertaken by permission of Mr. Bellios and carried out through Mr. Bellios's agent. The counsel for Ah Hok in that case was the Acting Attorney-General and the solicitor for Ah Hok was the Crown Solicitor. The case came before me at a moment when the pleadings were changed. The pleadings were changed in this way that the Public Works Department were inserted in them as the agents of Mr. Bellios. I had at the time the Acting Colonial Secretary, Mr. Sercombe Smith, who was also a barrister. Mr. Sercombe Smith was very strongly of opinion that the Government were not liable in any way, but the result of the charge of pleadings practically would be that in the event of the case being decided in favour of Mr. Bellios the Government would be the defendants, and in the face of this advice and under those circumstances I really did not know who the Government were to look to. Having looked over the papers and much correspondence I shared the opinion of my Acting Colonial Secretary, who was, as I have said, a barrister, that the Government were not liable and should not be held liable, and I held furthermore that if the Government were liable then Mr. Bellios ought to be paid and that if they were not liable I would not pay him a fraction. The case went before the court, and a jury of seven decided by a narrow majority of one that Mr. Bellios was not liable. There is a phase of this question which I think it as well you should understand. At the meeting of the Finance Committee I looked at the Colonial Secretary knowing certain circumstances were positively concealing them. A great part of the correspondence which had taken place, including a very strong recommendation from the Acting Attorney-General that I should compromise this case and my observation in answer to his minutes, I put by on a confidential file. It was not put with the other papers and was not seen by the Colonial Secretary, who knew practically nothing at all about the matter. There is the case. Honourable members will see that as far as I am concerned I declined to pay anything we were not obliged by law to pay. At the present Acting Chief Justice, Mr. Goodman, but who was then Attorney-General, came back in April, I put the whole of the matter before him. He looked closely into it and he said we might possibly succeed in the event of Ah Hok bringing a case against the Government, but in his opinion the Government would not succeed. But if we did succeed the position would be that a contractor who had honestly done what he was ordered to do, either by one of the Public Works employees or the Assistant Director of Public Works, and had done it faithfully, would be placed in the position of not being able to recover either from the Government or from Mr. Bellios, which would be a scandal, and on the whole he strongly advised that the money should be paid. I ordered that he should be paid, and in doing that I was wrong. I ought to have put the matter before you and asked for your vote. It did not strike me at the time, and I am sorry it did not. I was in a peculiar position at the time, and as I have said before, I felt that if Mr. Bellios had a right to be paid he should be paid in full—it was not a matter to higgler over—but that if he had not I did not feel justified in paying a penny of public money until the court of law had decided the point. On the question of bringing this matter before the Council I confess, as the honourable member has pointed out, that the money ought not to have been paid before it had been brought before the Council, and I regret it very much. (Hear, hear.) Does any honourable gentleman second this amendment of the honourable Mr. Whitehead's?

The amendment was not seconded, and the motion was put and carried.

REPORT OF THE PUBLIC WORKS COMMITTEE.

The Director of Public Works laid on the table the report of the Public Works Committee.

The Hon. T. H. Whitehead—In connection with that report I may be allowed to earnestly hope that the Director of Public Works will proceed without any delay with the construction of the three roads he there mentions: the road from the Upper Tram Station to High West Saddle; the road from Castle Peak to Ping Shan and Lo Loong, and a road along the Pokfulam Conduit. Roads are the strongest precursors of civilisation, and they distinguish a rising from a barbarous state.

After the remaining business of the meeting had been carried out, but before Council dispersed.

His Excellency the Governor said: Before the Council adjourns there is a matter I wish to mention with regard to the question of "Beaconsfield." The Hon. Mr. Whitehead made some observation and put a question to me for my ruling as to one of the honourable members, the Hon. Mr. Bellios, having voted at the Finance Committee meeting in a matter in which he was interested. It goes without saying, and I have no hesitation in saying, that a member ought not to vote on any question in which he has a financial interest. I do not know whether Mr. Bellios had actually a financial interest in this matter, because he had been paid the money, and whether the Council approved or not he had no other interest in the proceedings. I believe from the Colonial Secretary, who has spoken to me upon this matter, that the vote which was before the Finance Committee included various items upon which the honourable gentleman would be perfectly justified in voting. (The Hon. E. R. Bellios: Hear, hear.) There is only one other matter which struck me at the moment the Hon. Mr. Whitehead was speaking, and it was matter which in my explanation of my own action as regarded "Beaconsfield" I overlooked. I think the honourable gentleman made use of the word "smuggled," a word which I am sure on consideration he will regret having made use of. When this official minute came before me it had been signed by the Colonial Secretary and the Colonial Treasurer and I signed it as a matter of course. I am quite sure neither the Colonial Treasurer nor the Colonial Secretary would smuggle either on or any matter before the Finance Committee or the Council. I was rather anxious I should have the opportunity of informing the Council how this matter stood. A great many observations had been made, and it was well that some time or other my own reasons for the action I had taken should be stated in the only place in which they could be stated—in this Council Chamber. The Council will now adjourn until Wednesday next at three o'clock, when I hope to lay the estimates on the table. The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held under the chairmanship of the Colonial Secretary. The following votes were agreed to:-

A sum of Two thousand and One hundred Dollars for the purchase of the old site of the Tung Wa Hospital Mortuary at Kennedytown.

A sum of Ten thousand and Eight hundred Dollars in aid of the vote for "Scavenging the City, Villages and Hill District."

A sum of Five thousand Dollars to defray the cost of the Pokfulam Conduit Road.

This was all the business.

Statements and Papers.

The following papers and statements were laid before the Legislative Council yesterday:

STATEMENT OF EXPENDITURE ON PLAGUE.

(From April 1st to July 31st)

Purchase of collins and headstones, 8,397.32

and digging graves, 8,397.32

Pay, &c. of extra men on plague works, 1,802.80

Purchase of disinfectants, 4,022.22

ment were inserted in them as the agents of Mr. Bellios. I had at the time the Acting Colonial Secretary, Mr. Sercombe Smith, who was also a barrister. Mr. Sercombe Smith was very strongly of opinion that the Government were not liable in any way, but the result of the charge of pleadings practically would be that in the event of the case being decided in favour of Mr. Bellios the Government would be the defendants, and in the face of this advice and under those circumstances I really did not know who the Government were to look to. Having looked over the papers and much correspondence I shared the opinion of my Acting Colonial Secretary, who was, as I have said, a barrister, that the Government were not liable and should not be held liable, and I held furthermore that if the Government were liable then Mr. Bellios ought to be paid and that if they were not liable I would not pay him a fraction. The case went before the court, and a jury of seven decided by a narrow majority of one that Mr. Bellios was not liable. There is a phase of this question which I think it as well you should understand. At the meeting of the Finance Committee I looked at the Colonial Secretary knowing certain circumstances were positively concealing them. A great part of the correspondence which had taken place, including a very strong recommendation from the Acting Attorney-General that I should compromise

some cases moved off the previous day to the neighbourhood of Kam Tin. The result was exactly what I had anticipated, and I had sent a Force to Tai Lam Chung to operate up that valley to the North to intercept any bodies of armed rebels who might appear, and endeavour to make their escape towards Castle Peak Valley. The whole of these somewhat complicated arrangements came off successfully, and I am happy to say that I am enabled to report that this entire District is absolutely cleared of rebels and that without the necessity for my firing a single shot. On my way back I dropped a small Force under command of Major Morris, R.A., at Tsin Wan with orders to proceed at once to Kam Tin Hill to join hands with a Force from the East to whom I had previously sent orders to that effect. I learn from rumour, not yet perhaps completely authenticated, but yet sufficiently so to relieve any anxiety, that these combinations have been successful, and that the armed rebels have been intercepted by some of the parties sent out by my orders.

As regards the Forces operating in the East, I will report fully as soon as I have received detailed information.

I have the honour to be, Sir,
Your Excellency's obedient servant,
W. J. GASCOIGNE,
Major-General,
Commanding in China & Hongkong.

(Governor to General Officer Commanding.)

Hongkong, 21st April, 1899.
Sir, I have the honour to acknowledge the receipt of your letter of 20th instant informing me of the result of your expedition to Deep Bay.

I congratulate Your Excellency upon the thoroughness with which you have carried out your operations in the East and West of the New Territory, and upon the able manner in which your orders have been executed.

I earnestly hope that the demonstration given of overwhelming force and rapidity of movement may induce the misguided peasantry of the New Territory to abandon any idea of further resistance and to settle down to their usual occupations. Such a result will be entirely due to the hearty co-operation of the Naval and Military Forces in carrying out the plan of operations so ably conceived by you.

I have the honour to be, Sir,
Your most obedient servant,
HENRY A. BLAKE,
His Excellency Major-General W. J. Gascoigne, Commanding in China and Hongkong.

(From the General Officer Commanding in China and Hongkong to the Under-Secretary of State.)

Hongkong, 5th May, 1899.
Sir, As I consider that you should be in possession of full information as regards the recent rising of the inhabitants of the New Territory which has just been added to the Colony so far as the troops under my command were concerned, I have the honour to submit the following report.

At midnight on April 3rd I was informed by His Excellency the Governor that the Captain Superintendent of Police and a party of his men had been attacked by a large number of Chinese at the villages of Tai Po Hill, Tolo Harbour, Mrs. Day, where they were guarding some workmen employed in erecting matchworks which were being put up as a temporary police barracks, and His Excellency requested that I would at once send out some troops, as the police were understood to be in a position of grave danger. Accordingly, having obtained the hearty cooperation of the Commando in charge, a company of the Royal Welch Fusiliers were embarked in the torpedo-boat destroyer H.M.S. *Whiting* and at 3.30 a.m. on the morning of April 4th instant proceeded to the scene of the outrage. I considered it advisable to accompany this small Force myself, as at that time the territory not having been formally taken over, the Governor was naturally most anxious that no unnecessary force should be used.

On arrival at Tai Po Hill I found that the matchworks had been burnt down, but that under cover of the darkness the police had escaped and made their way some 12 miles overland to British Row.

The villagers, who appeared frightened at the sudden appearance of the troops, expressed great regret for what had happened, and the incident was considered closed.

After consultation with the Governor, who had decided to hoist the British Flag at Tai Po Hill on the 17th April, and with his concurrence, I determined that it would be advisable to encamp half a battalion of the Hongkong Regiment in the District as soon as the flag was hoisted, and the necessary camps were selected accordingly.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

to shell the insurgents' position. This work was most efficiently performed by the men of the Hongkong Regiment, who not only got over the most difficult country at great speed, but also by making use of cover most efficiently, took the enemy completely by surprise.

The result was that the hills were entirely cleared, the rebels again suffering some loss, and several pieces of ordnance and some flags fell into the hands of the troops. It was at this stage that Major Brown, R.A.M.C., was struck in the arm by a spent bullet and slightly wounded, the only other casualty being a man of the Hongkong Regiment similarly struck on the wrist.

The insurgents having retired in the direction of Deep Bay I handed over the command of this small column to Lt.-Col. The O'Gorman, D.A.A.G., directing him not to lose touch of them and to endeavour to drive them Westward; and myself came back to Hongkong to organize another Force to co-operate from the Deep Bay side. The difficulty of this was to keep it secret, but by the very able assistance of Capt. Long, who was acting at the time as my C.S.O., I kept every one of the troops themselves in the dark as to my intentions, and starting during the night in small launches, being ably helped by Lieut. Goodenough, R.N., who had been sent by the commodore for the purpose, I landed a force before daybreak on the Deep Bay side, and was completely successful in my operations, as the whole district was cleared at my approach, the insurgents being either driven into the Force operating under Col. The O'Gorman or over the border on to Chinese territory. This was really a very difficult operation even by day as the landing was extremely bad, and at night we went around several times. It could only have been successful by perfect discipline and carefully thought out orders, each man knowing exactly where he was to go. These orders were so carefully conceived beforehand by Capt. Long, that although we made one or two false landings in the dark, yet the errors were discovered without confusion and the expedition as a whole resulted in the success I have mentioned.

On my way back on Wednesday, the 19th, I dropped a small party of 200 men under Major M. Morris, R.A., at Tsin Wan with orders to push North-West to the walled town of Kam Tin Hill, and to complete the destruction of the gates of this turbulent centre of disturbance.

The ubiquitous appearance of the troops, appearing simultaneously from all parts over a most difficult country, and at considerable distances from each other, so completely quelled the insurrection that all the inhabitants gave in their submission and surrendered a large quantity of arms, &c., &c.

As I write it is now only a question of Police protection, for which purpose, after consultation with His Excellency the Governor, I have left 100 men under the command of Lieut.-Colonel The O'Gorman whom I have directed to remain to assist with his advice and experience, the Colonial Secretary who is taking up the threads of the Civil Administration of the district.

I have been obliged to write at some length of these apparently somewhat trivial military operations as I felt sure that you would desire a complete knowledge of the situation.

It is not my desire to write this letter as a despatch of great military importance, but I am confident that if this rising had not been promptly met from all sides as it was, it would have assumed very formidable proportions, as it is now discovered that it had been most carefully planned beforehand, and a small success might have created very serious complications, if not a rising in the whole Southern Provinces of China, which are always ripe for rebellion. As it is, a grave impression has been created, and that without any serious loss of life. It is only right therefore that I should bring to your notice the names of those officers to whom the credit of this is due. Lieut.-Colonel The O'Gorman first of all, who, by his untiring pertinacity in keeping in touch with and following up the insurgents, contributed in a great measure to the early quelling of the trouble. Captain C. B. Simmonds, R.A., and Captain Berger, Hongkong Regiment, who were acting under command of Lieut.-Colonel The O'Gorman, both handled their men with marked ability having considerable dash and yet keeping them well in hand.

Major M. Morris, R.A., carried out the small operation entrusted to him with considerable tact and judgment; Captain Des Vaux, R.A., deserves great credit for the rapidity with which he, under the greatest difficulty, laid a telephone line from Hongkong to Tai Po—a distance of over 13 miles in a hilly and difficult country.

Lastly, I would mention Captain S. S. Long, my acting C.S.O., who not only carried out the somewhat difficult duties of supplying the several camps at great distances from each other but to whom the credit of the night operations above referred to is entirely due. I have no more able officer in my Command, and I wish to bring his name to the notice of the Commander-in-Chief.

In conclusion, I would point out that some expense has been incurred, but the extent thereof I will report fully later, as I presume the operation will require decision as to who will bear the cost of the same.

I have the honour to be, Sir,
Your obedient servant,
W. J. GASCOIGNE,
Major-General,
Commanding in China and Hongkong.

(Governor to General Officer Commanding.)

Hongkong, 21st April, 1899.
Sir, I have the honour to acknowledge the receipt of your letter of 20th instant informing me of the result of your expedition to Deep Bay.

I congratulate Your Excellency upon the thoroughness with which you have carried out your operations in the East and West of the New Territory, and upon the able manner in which your orders have been executed.

I earnestly hope that the demonstration given of overwhelming force and rapidity of movement may induce the misguided peasantry of the New Territory to abandon any idea of further resistance and to settle down to their usual occupations. Such a result will be entirely due to the hearty co-operation of the Naval and Military Forces in carrying out the plan of operations so ably conceived by you.

I have the honour to be, Sir,
Your most obedient servant,
HENRY A. BLAKE,
His Excellency Major-General W. J. Gascoigne, Commanding in China and Hongkong.

(From the General Officer Commanding in China and Hongkong to the Under-Secretary of State.)

Hongkong, 5th May, 1899.
Sir, As I consider that you should be in possession of full information as regards the recent rising of the inhabitants of the New Territory which has just been added to the Colony so far as the troops under my command were concerned, I have the honour to submit the following report.

At midnight on April 3rd I was informed by His Excellency the Governor that the Captain Superintendent of Police and a party of his men had been attacked by a large number of Chinese at the villages of Tai Po Hill, Tolo Harbour, Mrs. Day, where they were guarding some workmen employed in erecting matchworks which were being put up as a temporary police barracks, and His Excellency requested that I would at once send out some troops, as the police were understood to be in a position of grave danger. Accordingly, having obtained the hearty cooperation of the Commando in charge, a company of the Royal Welch Fusiliers were embarked in the torpedo-boat destroyer H.M.S. *Whiting* and at 3.30 a.m. on the morning of April 4th instant proceeded to the scene of the outrage. I considered it advisable to accompany this small Force myself, as at that time the territory not having been formally taken over, the Governor was naturally most anxious that no unnecessary force should be used.

On arrival at Tai Po Hill I found that the matchworks had been burnt down, but that under cover of the darkness the police had escaped and made their way some 12 miles overland to British Row.

The villagers, who appeared frightened at the sudden appearance of the troops, expressed great regret for what had happened, and the incident was considered closed.

After consultation with the Governor, who had decided to hoist the British Flag at Tai Po Hill on the 17th April, and with his concurrence, I determined that it would be advisable to encamp half a battalion of the Hongkong Regiment in the District as soon as the flag was hoisted, and the necessary camps were selected accordingly.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tai Po Hill to make the necessary Military arrangements for the hoisting of the flag. On Friday night I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tai Po Hill in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matchworks had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G., to proceed on Saturday, the 15th, to Tai Po Hill, with orders that he was to see that the troops gave every assistance towards preparing the ground for the ceremonial of Monday.

DEWEY ON THE WAR.

In its issue of 5th September the *New York World* publishes what purports to be Admiral Dewey's opinion of the best way to end the ruinous and wholly unnecessary war in the Philippines as expressed to a representative of the *London Daily News* at Naples. It is reported as follows:—

"Do you think, Admiral, that the islands are likely to be pacified soon?" The Admiral replied as follows:—"I have the question of the Philippines more at heart than any other American, because I know the Filipinos intimately, and they know that I am their friend. The recent insurrection is the fruit of the anarchy which has so long reigned in the island. The insurgents will have to submit themselves to law after being accustomed to no law at all. I believe and affirm, nevertheless, that the Philippine question will be very shortly solved. The Filipinos are capable of governing themselves. They have all the qualifications for it. It is a question of time, but the only way to settle the insurrection and to assure prosperity to the archipelago is to concede self-government to the inhabitants. That would be the solution of many questions, and would satisfy all, especially the Filipinos, who believe themselves worthy of it, and are so." "Self-government for the Philippines has, however, not many partisans in America," I remarked.

"I have never been in favour of violence towards the Filipinos," replied, or rather continued, the Admiral. "The islands are at this moment blockaded by a fleet, and war reigns in the interior. This abnormal state of things should cease. I should like to see autonomy first conceded, and then annexation might be talked about. This is my opinion, and I should like to see violence at once put a stop to. According to me the concession of self-government ought to be the just and the most logical solution."

"Do you think a conflict between Germany and the United States over the Philippines possible?" I asked. "It is impossible to foresee the unforeseeable," came the reply.

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

"Then, Admiral, you deny the statements of the 'Trieste' Correspondent of the *New York Herald*?" I asked. "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	TO-MORROW, 6th October, at Noon.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	THURSDAY, 12th October, at Noon.
KINSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU J. W. Wade	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st October, at Noon.
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 21st October, at 4 P.M.
HARUAI MARU W. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHILLOO, CHUMULUP & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 77, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

1247A

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Cost Post Orders Accepted.

ACHEE & CO.,

LICENTEE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239]

DR. KNORR'S
ANTIPYRINE

patented

In Powder and Crystals, also in Drops, of 5
grains, easily soluble in Water,
Wine, &c.FEVER, RHEUMATISM AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solu-
tions possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.It is requested that the directions on the
bottle for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.

[34]

UNTOUCHED BY HAND.

MELLIN'S

FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

JAPANESE CURIOS. KUHN & KOMOR,

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH

GOODS

AT LOW PRICES.

Hongkong, Canton, and Japan Views.

D. NOMA,

No. 12, Queen's Road Central,
Opposite the City Hall.

Hongkong, 2nd October, 1899.

THE POPULAR DINING ROOMS,

18, PRAYA-CENTRAL,

(Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cook-
ing and Meals at all hours.

Hongkong, 23rd September, 1899.

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

Notice of Firms.

NOTICE.

WE have ADMITTED Mr. EDWARD
SHELLIM a Partner in our FIRM
in Hongkong from the 1st October, 1899.S. J. DAVID & Co.
Hongkong, 2nd October, 1899.

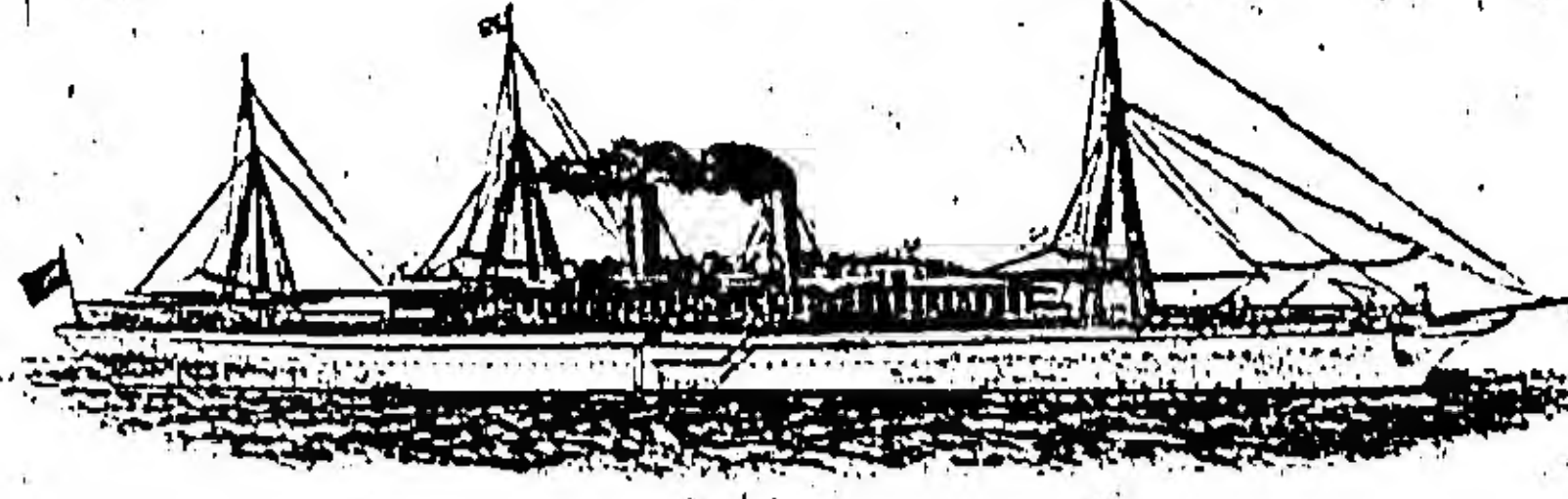
NOTICE.

WE have this Day ADMITTED Mr.
DAVID MEYER MOSES a Partner
in our FIRM in Hongkong.THE INTEREST AND RESPONSIB-
ILITY of Mr. EDWARD SHELLIM
in our FIRM in Hongkong and Shanghai
CEASED from this Date.DAVID SASSOON, SONS & Co.
Hongkong, 2nd October, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 3, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, 13, Praya Street.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul.

Thursday, 19th Oct., at Noon.

AMERICA MARU...via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul.

Tuesday, 14th Nov., at Noon.

HONGKONG MARU...via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul.

Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU, on

THURSDAY, the 19th October, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

[1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA

will load here for the above Ports and will have

quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.

Hongkong, 20th September, 1899.

[1158]

FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the

above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.

Hongkong, 19th September, 1899.

[974]

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Dublin...3,328 | J. R. Rice... | Oct. 14.

Bromsire...3,357 | R. Peables... | Oct. 28.

Queen Adelaide...2,832 | F. McNair... | Nov. 18.

Saint Irene...3,877 | W. Atine... | Dec. 9.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-

GATION COMPANY.

Monmouthshire...2,874 | W. Evans... | Nov. 11.

Aberglow...3,771 | J. Murray... | Nov. 11.

Monmouthshire...2,874 | W. Evans... | Dec. 23.

Aberglow...3,771 | J. Murray... | Jan. 27.

THE attention of Passengers is directed to

the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class

Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW-YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

the Steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 18th September, 1899.

[4]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, COPT, ADEBER, SUEZ,

PORT SAID, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her

Majesty's Mails; will be despatched from this

for BOMBAY, &c., on SATURDAY, the 14th

October, at Noon, taking Passengers and Cargo

for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 30th September, 1899.

[5]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSMANN & Co.

Hongkong, 11th September, 1899.

[19]

Mails.</

NEWS FROM THE SOUTH.

(From Bangkok Papers.)

The King of Siam's Birthday.

ROYAL SPEECH TO THE PRINCES.

GOOD STATE OF AFFAIRS.

The following is a translation of His Majesty's address to the Princes and Nobles who assembled at noon on Thursday September 21st in the audience hall of the Maha Chakri Palace to offer their congratulations to His Majesty.

It is with sincere pleasure we see you all assemble here on the auspicious and happy occasion of Our Birthday, and to have heard your good wishes for Our Person. We thank you all.

We are pleased to notice that since last year, the measures which have been undertaken by Our Government for the benefit of Our Kingdom and to which you had given Us proofs of your loyal co-operation are faithfully carried out.

We have seen with approbation the reforms carried out in the system of local administration whereby supervision and control have been defined and regulated in village districts during last year and are now extended to townships.

New and better prisons in the interior have been erected in place of the old ones for the safe-keeping of the inmates and at the same time to alleviate their conditions; uniform rules and regulations have been adopted in them in accordance with Our law.

The force of the gendarmerie has been enlarged and extended in four circles. Its scheme of organization can now be looked upon as effective.

We approve of the general meeting of all the Royal Commissioners from the provinces at Bangkok at a fixed date in the month of September of each year, for the purpose of submitting their annual reports of the preceding year and to discuss their budgets for the following year, as well as all new and necessary measures to be made in their respective districts. These reports will be published for the information of the public.

The administrative reform of the Courts of Justice, which had been deemed necessary in every Province, has been successfully begun to be carried out to Our great satisfaction, and progress has been made as far as the North-Western circle.

As regards the education and the qualification of barristers, whose service and assistance Our Courts of Justice are much in need of, we are now able to see Our way to their incorporation.

It is satisfactory to see the repairs made of the telegraph lines and that additional wires are laid, as also that new lines are being made in the different parts of Our Kingdom as well as those to be connected with foreign countries.

We are glad to see moreover, that the postal service has been progressively extended in the interior and that along the sea coast a regular service has been established whereby trade and commerce will be stimulated.

Public works in the Provinces have much improved: new roads, canals and bridges have been added to those of existing ones.

The Nagara-Rajastan Railway has been opened for the use of the public as far as Pakdang from Bangkok. We have every hope of seeing the whole line completed and opened up to the town of Nagara-Rajastan next year.

The line of this Railway from Saraburee to Leppure which will be the main line to the North, has been commenced and its early completion is to be expected. We have every hope of seeing the whole line completed and opened up to the town of Nagara-Rajastan next year.

The Petchaburee Railway line has been surveyed from Bangkok to Rajaburee and its construction will now be commenced.

The Railway Police and that of the suburbs of Bangkok have now been uniformly organized.

In the district of Thung Luang, where irrigation has been in great progress and lands available to agriculture, it has been considered necessary in order to establish better control and order, to organize a township this year.

We have great satisfaction to be able to state that the preventive measures we have taken against the epidemic of bubonic plague that ravaged fatally some of our neighbouring countries have been successful. We trust that this epidemic will not appear in this Kingdom.

The Sanitary Department which was lately organized, has carried out useful and beneficial works especially in making roads and drains to keep the city clean and healthy. These works of the Department are only the commencement of a progressive scheme to improve public sanitation.

By the organization of the local and provincial offices to collect inland taxes by Government officers, and abolishing the old system of farming out as hitherto, the revenue has been greatly increased and the people have been thereby much relieved of oppressive inconveniences.

The gradual abolition of gambling houses has been further reduced in the whole country, and now one-third of the whole number no longer exist.

The introduction of the system of Money Orders in the interior has given satisfaction, and it will be extended as far as possible.

In order to control and give security to landed property which has been the cause of much dispute and conflict and from which, thus only a part of the revenue could be collected, it has been thought advisable that the allotments be made and title deeds issued to their proprietors as legal proofs of ownership. We have therefore re-established this Ministry of Agriculture to meet this purpose.

Our intention of opening forests other than teak-forests has been carried out and many leases have already been given to work them.

In our religion, we have been blessed with joy and happiness throughout Our Kingdom this year by the finding in one of the pagodas in the Buddhist Holy Land, the sacred relics of Our Lord Buddha. These sacred relics have been offered to us by the Government of India as the protector of the Buddhist Faith, to be partly preserved by Us and partly distributed according to Our wish to other countries which adhere to Our Faith.

Moreover the study of the Holy Scripture of Our religion among the members of the Holy Order and their followers has improved and in the examination held by the assembly of the High Priests and at the Colleges, there were large numbers of successful candidates.

Also the general education in Bangkok has made marked progress, especially in the elementary education, the number of attendants has much increased and the standard of work proved higher than heretofore. Whilst in the Provinces, where the system of education has been continued under the care of the Head Priests, His Holiness, Krom Mun Vajirayan has been successful in devising a better and more elaborate system. Though this plan of education in the Provinces was only re-organized last year, yet the result gives Us the hope that it will be adopted throughout the whole Country soon.

We have been greatly troubled by the scarcity of rain in the beginning of the year about the rice production, but by the steady and usual rains lately, we hope that the greater part of the crop will be saved in most of the Provinces, and thus no decrease in trade occur.

The Sensational Bangkok Poisoning Case.

PRISONER SENTENCED TO DEATH.

The man Nai Cherm, after a trial of three days before seven judges, was on the 19th of September sentenced to death for the murder of Khun Chuan, his father, by poisoning with strychnine. The story of the murder, unfolded by slow stages from the mouths of many witnesses, is one of scarcely credible bloodshed. The details were laboriously gathered and woven together by the painstaking zeal of the police; and finally, one of the strongest possible of purely presumptive cases was presented. When sentence was pronounced, the prisoner was handcuffed at his place in the Court, still maintaining every apparent indifference that was consistent with his studied defiance to the Bench.

At Tilleke in closing the case for the prosecution, said that the prisoner was charged with the murder of his father by administering strychnine in his medicine. It was one of the most painful cases that came before the Court and also at the same time one of the most painful cases he was called upon to prosecute. He began by imagining that the deceased man was happy after having amassed a large amount of money, of being in good health, of having a large family, and of having averted a certain disease by taking medicines for some years past. Deceased had advanced forward to that natural death which comes to every man. Under such circumstances, that he should have been poisoned is a mystery, and he should have had any enemy, and life is also a mystery, and might have remained so if not for the vigilance of the police authorities.

In his own knowledge there were almost monthly yearly any number of cases in which persons had been poisoned without the knowledge of any man. Those persons had never been brought to justice, and that fact acted as a stimulant to others to commit the same crime. That feeling, he had no doubt, was that of the man who gave poison to Khun Chuan on July 17th.

ACCUSED CONVICTED AND SENTENCED TO DEATH.

On September 18th the judges assembled at 11 a.m., and the Chief Judge delivered judgment convicting the accused and sentencing him to undergo the extreme penalty of the law. The accused stood his trial with fortitude and without any outward demonstration of emotion. It was only when he was handcuffed by the police that he gave vent to a momentary laugh. After the accused had been taken into custody by the police, Mr. Tilleke addressed the Lordships and desired that a special note be made of Mr. Naylor's statement that the police had used discreditable and illegal means to obtain evidence. This was accordingly done.

A LETTER FROM MR. NAYLOR.

To the Editor of the *Strait Times*.
Sir,—Permit me to correct an error in your report of the proceedings in the recent poisoning case. You say that at the end of the proceedings "Mr. Tilleke addressed their Lordships, and desired that a special note be made of Mr. Naylor's statement that the police had used discreditable and illegal means to obtain evidence. This was accordingly done." This is entirely untrue. Mr. Tilleke made no such application, nor was any such note made. Mr. Tilleke asked the Court on behalf of Mr. Crover whether it thought that the police had acted improperly or unfairly as the Counsel for the defence had alleged. The Court intimated that it did not consider so. Hence I am still differing from the opinion of the Court.

Yours, etc., C. J. NAYLOR.

[Mr. Naylor is right in his opinion, and we should ourselves have called attention to the matter for the sake of accuracy on what seems likely to be a controversial topic. The discrepancy is very easily intelligible to any one who was present at this stage of the proceedings.—Ed., S. O.]

Escaped.

Chief-Inspector Hearn, of the Police, started out from here on the 24th of last month with a warrant from the German Court, in order to try to effect the arrest of Mr. Orleans, who was very much wanted by his victims here. Mr. Orleans had also been nicking the people of Singora sit up—by means of a revolver, so that there were many reasons why Siam should be loath to part with him. But Mr. Hearn returned last evening by the *Borneo* without his man; he had too long a start. From Bangkok Mr. Hearn went first to Singora, then to Patani, Sai Lak, Kelantan and Tringuan, and then on to Singapore, but always he was too late. At Singapore he learned that Mr. Orleans had arrived four weeks ahead of him, and had disappeared. The one interesting bit of information Mr. Hearn has brought back is that the gentleman's name is not Orleans, but Hanksy. The worst fears of his victims here will now be confirmed and they may even be disposed to believe that Hanksy is only his front name. Orleans is a much better name to get credit on than Hanksy.

Items from Bangkok.

The following are taken from the *"Bangkok Times"* of dates September 16th to 20th:—
There was a nasty tramway accident down near Bangkok on Saturday. Mr. Blec and Mr. McMeekin were driving out from the lane leading to Clarke and Co's when a car came suddenly along. Both jumped out and escaped unhurt. The carriage, a very valuable one imported from London, was overturned and damaged very considerably. The horse was also injured.

Mr. H. H. Prince China recently got four weeks leave of absence on account of his illness. Six weeks have now elapsed, but we regret to learn that he is lying seriously ill at Koh-si-chang, and quite unable to return. He is said to be suffering from an affection of the lungs.

Two railway overseers recently engaged by a Section Engineer on the construction of the line near Muk-Lok, were dismissed the service one after the other when they had been at work for only a few days.

The electric light was out twice last night, just before and at the dinner hour. Hence a hurrying in hot haste for oil lamps, and general confusion. That sort of thing is inconvenient enough at any time, but the inconvenience is emphasized at the dinner hour. By the way,

several people who read their meters themselves are alarmed at the way in which these skilled instruments are doing their work at present. It is said that records are being made, which it will be difficult to beat even when Bangkok meters are more experienced.

It is rumored that Mr. Göttsche, Inspector on the Paknam Railway, has a concession, or is going to get one, for cutting a creek in the Suphan district. The late Loh Poh Yome is reported to have made some 60,000 or 70,000 ticals by his venture in creek cutting.

H. K. H. Prince Sangsat lost a good deal of property in the recent big fire in the city, but he has acted in an exceedingly generous manner towards his tenants, the people who were burned out of their homes on that occasion. The Prince, we hear, found room for them all at his own residence, fed them, clothed them, and refused to charge them any rent—not even the arrears. Moreover they are being allowed to enter the new buildings for a month or so free of rent that they may get a good start in business again. Conduct of that sort does not need any commendation.

Whilst in Ceylon, Dr. Morrison, the *Times* Peking correspondent, was the guest of Mr. McLeavy Brown. It is reported from the north that Mr. J. McLeavy Brown, at great personal sacrifice, to himself, has consented, at the earnest request of the Emperor of Korea, to renew for five years his engagement as Chief Commissioner of Customs, which expires next year.

Regarding the linking-up of the Almeri telegraph with Singapore via the Malay States, which Mr. Henniker Heaton and Sir E. Sassoon apparently regard as a simple matter, it is necessary to point out that the Indian telegraphic authorities hold a different opinion. They believe that the construction of such a line would be very difficult and costly, and the expense of maintenance may be judged by the fact that while the cost per mile in India is Rs. 11 or Rs. 12, the Tavoy-Mergui line costs about Rs. 25 per mile of wire. It is estimated that a line from Mergui to the Malay States and Singapore would cost from Rs. 30 to Rs. 35 per mile.

(From Singapore Papers.)

What will They do?

To-morrow, says the *Strait Times* of 26th September, it will be the duty of Singapore Municipal Commissioners to decide whether the Corporation is to behave honourably. That decision should be made at to-morrow's meeting—unless a full attendance is prevented by to-morrow being a Hebrew festival, or by there being an auction sale or a Chinese wedding. The Commissioners have to decide whether they will fulfil a bargain with the Queen's Memorial fund, or whether they will evade that bargain on the plea of lapse of time.

The facts are simple. A Municipal President (Mr. Egerton) evolved a scheme for a Queen's Memorial Hall, basing that scheme on a proposal that the Municipal Commissioners should take over, for offices, the old Town Hall and should give \$120,000 for it, agreeing to pay that money into the Queen's Memorial fund. The proposal of the Municipal President was approved by the Municipal Commissioners, was accepted by the public, and on that scheme, and on no other, the public subscribed. Another Municipal President (Mr. Gentle) seeks to repudiate the financial obligations, chiefly on the plea of lapse of time. Seeking to meet that plea of time argument, Municipal Commissioners shall abide by their word, provided they are allowed to take over the old Town Hall by the end of June of next year—a period as early as they could reasonably have expected. Mr. Evans' proposal covers the lapse of time argument; and if the Municipal Commissioners do not accept Mr. Evans' proposal, it will be difficult to consider that the Singapore Municipality has behaved in an honourable fashion. If the Municipality is to repudiate its financial obligations to the Queen's Memorial Committee, it might be assumed that it would be equally willing to repudiate its other financial obligations if only some one could find an error in the draftsman's work of these. It will be observed that we do not discuss whether the Town Hall will make good offices, or whether Mr. President Egerton's scheme was a good or a bad scheme. At the present juncture, these points are irrelevant. The point at issue is whether the Singapore Municipality is an honourable Corporation or whether it is a body that is unworthy of trust.

Straits-Chinese and School Influences.

AN ACCUSATION OF PROSELYTISING.
To the Editor of the *Straits Times*.
Sir,—Some three years ago, an exciting correspondence was passing through the columns of your journal on the subject of proselytising that was then alleged to be developed among Chinese pupils in the Anglo-Chinese School. I am others with me thought that it was then understood between Chinese parents and the Anglo-Chinese teachers that a *modus vivendi* had been arrived at, and that there would be no more complaints on the score of proselytising. It is to be regretted that this error prove to be the case. For some little time after the period referred to, only those boys who wished it attended prayers and the religious exercises held on Friday afternoons. This, of course, is very well in theory, but every boy who has been to school fully appreciates the influence of the wishes of his teacher. Rewards in a small way were always held out to those boys who showed eagerness in committing to memory texts of scripture. But it is this left to the present time to suggest to Chinese boys of seventeen years or thereabouts the prospect of prizes of a more alluring nature. A lad of this age, who had now been withdrawn from the school and its influences, alleges that a prospect held out to him for becoming a Christian was the possession of an American wife! This, of course, presupposed that the boy would join the mission and go to America. The prize held out to this lad may have been held out to others. But whether so or not, it certainly does not inspire respect for the methods used to bring about the "version" of Chinese Babs. I have been permitted to read a copy of a protest sent by the elder of a Chinese family to one of the American teachers, complaining of the measure adopted to proselytise, and withdrawing his boy. The main ground of complaint is that the proceedings are covert parents being purposely left in ignorance of what is being done with their boys. It was the same before. Now, while I feel disapproval of the ways pursued in the endeavour to proselytise Chinese boys, I feel but little sympathy for Chinese elders who suffer through their own indifference. The Chinese possess a tolerably large non-secretarian school, the one founded by the late Mr. Gan Eng Seng, to which they might send their younger boys with safety; and their elder boys could find accommodation at the Raffles Institution. It is in this as in everything else, if the Chinese will not look after their own domestic and family affairs, they must expect that others will meddle with them in a disagreeable way.

I am, &c., ANTI-PROSELYTISER.

Singapore, 27th September.

Shipping. STEAMERS.

FOR MANILA, VIA AMOY. (Taking Cargo at through Rates for 11,000.)

THE Steamship

"SALVADORA,"
Captain Göttsche, will be despatched as above TO-MORROW, the 6th instant, at 3 P.M., instead of as previously notified.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 4th October, 1899. [12684]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAILONG,"
Captain Robson, will be despatched for the above Ports, on SATURDAY, the 7th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 4th October, 1899. [12685]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA,"
Captain Davies, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd October, 1899. [12686]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship

"BENARIG,"
Captain Kroll, will be despatched as above on SATURDAY, the 7th October.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th September, 1899. [12687]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 2nd October, 1899. [12688]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"SUNGRIANG,"
Captain Moore, will be despatched as above on MONDAY, the 9th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.
The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th October, 1899. [12689]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW AND TIENTSIN. THE Company's Steamship

"NANCHANG,"
Captain Malins, will be despatched as above on TUESDAY, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd October, 1899. [12690]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 17th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [12691]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES,"
Captain Palford, will be despatched on TUESDAY, the 31st October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [12692]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"EASTERN,"
Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1899. [12693]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL,"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON" at Intervals
S.S. "AFGHANISTAN" at 2 weeks.
For Freight, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 7th September, 1899. [12694]

Shipping. STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, PLEME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
THE Company's Steamship

"MARIA VALERIE,"
Captain A. Fellner, will be despatched as above on WEDNESDAY, the 11th instant, P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 4th October, 1899. [12679]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"OANFA,"
J. A. Davies, Commander, will be despatched as above on or about the 5th November.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 4th October, 1899. [12680]

To be Let.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (late the IMPERIAL BANK OF CHINA).

Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [12681]

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H,"
of this Office.
Hongkong, 17th May, 1899. [12682]

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAVA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12683]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., S.S. *Himalaya*,
From Persian Gulf, S.S. *N. and B. & P. S. N. Co's Steamers*.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
Goods not cleared by the 5th October, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 29th September, 1899. [12684]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 30th September, 1899. [12685]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 11th instant, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th October, 1899. [12686]

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD, CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETI. F. SKERTCHLEY,
Manager.
Hongkong, 1st May, 1899.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE" FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 2nd October, 1899. [12687]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge of the Steamer on board after Noon, the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd October, 1899. [12688]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS. THE P. & O. S. N. Co's Steamship

"TIENTSIN,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 4th October, 1899. [12689]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

